

DATE 1935Z 15 AUG 62

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

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| 1 | 4 |
| 2 | 5 |
| 3 | 6 |

TO : DIRECTOR

EO 12958 3.3(b) (1)>25Yrs

FROM :

ACTION: OSA (1 2 3 4 5 6 7 8 9 10)

INFO : S/C (11)

TOR 2013Z 15 AUG 62

(P&D)

IN 45748

TO OPIM

INFO

CITE

5802

OXCART

1. A-12 FLIGHT NUMBER 33 FLOWN MORNING OF 14 AUGUST WITH PILOT MR PARKS. TAKE-OFF AT 90,900 LBS WITH CG AT 22.2 PERCENT MAC. TOTAL TIME FLOWN ONE HOUR AND 16 MINUTES. FLIGHT WAS COMPLETELY ROUTINE AND UNEVENTFUL AND CONSISTED PRIMARILY OF STRUCTURAL LOAD TEST WITH ROLLER COASTERS. MACH VARIED FROM .68 TO 1.25, TOP ALTITUDE 47 THOUSAND. FLITE CARD WAS ACCOMPLISHED AS BRIEFED. CHUTE DEPLOYED ON LANDING WAS NORMAL.

2. A SECOND FLIGHT WAS SCHEDULED FOR AFTERNOON OF 14 AUGUST. FLIGHT ABORTED AT TAKE-OFF POSITION DUE TO LEFT SPIKE NOT FORWARD WARNING LIGHT COMING ON AND REMAINING ON. PRIOR TO TAXI SOME TROUBLE HAD ALSO OCCURED WITH LEFT BYPASS DOOR LIGHT, BUT TROUBLE WAS RECTIFIED PRIOR TO TAXI.

3. FLIGHT NUMBER 34 WAS FLOWN THIS MORNING, 15 AUGUST WITH PILOT MR SHAULK DONNING PRESSURE SUIT, TOTAL TIME WAS AGAIN ONE HOUR AND 16 MINUTES. PURPOSE OF FLIGHT HIGH SPEED, HIGH ALTITUDE WORK WITH

APPROVED FOR RELEASE
DATE: AUG 2007

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GROUP I
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

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SPIKE CONTROLS FUNCTIONING. AS IT DEVELOPED HIGH AMBIENT TEMPERATURES ALOFT AND LIMITED AIRSPACE ESSENTIALLY PREVENTED ATTAINING SIGNIFICANTLY HIGH SPEEDS OR ACHIEVING MEANINGFUL AUTOMATIC SPIKE FUNCTIONING DATA. TAKE-OFF WEIGHT WAS APPROXIMATELY 87,000 LBS CG AT 22.0 PERCENT MAC. AB TURNED OFF AT 7000 FEET TO CONSERVE FUEL, CLIMB TO 35,000 IN MILITARY. AB'S STARTED BEGAN ACCELERATION AT 40,000 FEET HOLDING 395 KEAS, SPIKES MANUALLY FORWARD, BY PASS DOORS MANUALLY CLOSED. AMBIENT AIR TEMP NOTED AS 10 DEGREES C TO 15 DEGREES C HOTTER THAN STANDARD THROUGHOUT ACCELERATION. AT MACH 1.35 BY PASS DOORS WERE PLACED IN NORMAL OPEN CONTINUED 395 KEAS CLIMB TO 51,000 FEET REACHING MACH 1.77. FROM APPROX 1.65 TO 1.77 SLIGHT ENGINE ROUGHNESS WAS NOTED, INDICATING PROBABLE NEED FOR SPIKE REPOSITIONING. AT ABOUT THIS POINT IN THE FLIGHT THE AVAILABLE AIR SPACE WAS ESSENTIALLY EXHAUSTED AND DECELERATION WAS STARTED BY CUTTING OFF AB. IMMEDIATELY AFTER SHUTTING OFF AB, PILOT SWITCHED TO AUTO ON SPIKES. HE COULD FEEL SPIKE POSITIONS CHANGE AND ABRUPTLY STOP AT DIFFERENT POSITION, INDICATING THAT REGULATORS ARE INDEED CAUSING SPIKE CHANGES. ACTUAL CHANGES THAT OCCURED NOT YET AVAILABLE FROM TEST DATA. AS DECELERATION CONTINUED, PILOT SELECTED BY PASS DOORS AUTOMATIC AT 1.56 MACH AND COULD FEEL NO CHANGE OCCURING. THIS WILL ALSO BE VERIFIED FROM TEST DATA. AT TRANSONIC SPEED PILOT RETURNED SPIKES TO MANUAL FORWARD AND DOORS TO MANUAL CLOSED. DESCENT AND LANDING ROUTINE,

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CHUTE DEPLOYED NORMAL. A SECOND FLIGHT IS SCHEDULED FOR THIS AFTERNOON WITH EMPHASIS ON FIN STRUCTURAL INVESTIGATIONS. HIGH SPEED RUN SCHEDULED FOR THURSDAY MORNING TO OBTAIN MORE DATA ON SPIKE FUNCTIONING IN AUTOMATIC. COOLER TEMPERATURES ARE HOPED FOR.

END OF MESSAGE

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